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By Perry Anderson and edited by Shomit Sirohi

Part I The Originals

I. One Long Essay

By Perry Anderson

In fact there is so far history – each revolution which falls into practico-inerte because of scarcity, which means a scarce inhuman milleux which then is also racism and is also a scale of economic finance which is failing and in crisis because of the scarcity of production, agrarian production and dynamics, which then expands to a crisis in the automobile structure of in fact dynamics which expand to falling profits and public inefficiency all of this then is history.

Apart from the revolutions, there is also in fact Europe which is abundance of monopolistic capital which has its own manufacturing crisis and agrarian crisis based on the scarce dynamic of in fact public sector crisis and capitalist crisis based on the problem of say telecom sector crises or even in America the dot.com sector crisis, which works on billing and accounting for ideas, notions, images and even concepts of financialisation.

Finally India joins the revolutions with one major leader – Sirohi – who then solves the crisis by in fact organizing production, finance ideas and even state fiscal ideas, and as such solves the crisis by in fact planning and management and even praxis ideas which fuses into a singular revolutionary success which all countries join under his lecture forcing each day.

Part II The History of the Mediterranean

By Shomit Sirohi and Perry Anderson

I. Mediterranean and trade in the Greek and Merchant capitalist period, today again in trade after long centuries

The long history of the Mediterranean is in fact radical amounts of trading which in the Graeco-Roman mode of production was in fact the initial slave ship and also trade ship of in fact all agricultural and merchantile capitals and a type of coinage which was minted which creates in the Pirenne period of medieval history also long distance trade by each Genoese and then colonial unequal and formal and then informal empires as Roman Gallagher introduces the theme of modern capitalism which since the abolition of slavery has declined in the 19th and then 20th centuries, because in fact it is a black art of agricultural knowledge, supply chains and merchant capitalism since its initial history in the slave mode of production.

II. Modern Capitalism and Trade in the Sea

So of course with cars and automobiles and tractors and large fields and their cultivation and labour dynamics the whole history of agrarian trade is finally a car which is organised as modern capitalism’s idea of transportation, which then is the failure of canoes and organic ships and even finally old ships and type of ports and

Algiers as a port carrying again black and Arab traders to Europe for their slave or criminal trade which is also the way the law organizes the trade ship as now an Anti-immigrant France or Europe.

III. Organising Agriculture in Graeco-Roman, Medieval and Capitalist sectors

The long history of agrarian trade then is suffused by labour politics, black slavery and even such trade dynamics or economic machines which then is the new Cuban and Algerian plan of large plantations and large trade sums, which then again makes black people organise a type of subordination to the globalization of in fact agrarian trade at unequal exchange colonial or neo-colonial dependent rates – what 400 billion for 1 trillion as the measure, which will go into loss again and again as it becomes 100 billion the next year for their 2 trillion – such is the problem of the fine Greek beer, for which the rum is not adequately at the level of Jack Daniels.